



The superior finish and quality of **Knox Hats** are due to finest materials in the hands of skilled workmen.

Gans-Rady Co.

FOURTEEN LOST ON SOUTHERN

(Continued from Page One—Column 4.)

and twenty-five injured are being cared for at St. Leo's Hospital. Owing to the character of the wreck much time was required to remove the dead and injured from the debris, and it was 8:30 o'clock before this work was well under way. The injured were brought to this city as rapidly as they could be extricated from the wreck and placed in St. Leo's Hospital.

Gould Uninjured.
George J. Gould, who, with his son, Jay Gould, was in the Norfolk Pullman when the train jumped the track and was reported dead, escaped uninjured. He, with his son, Jay, and friend, R. H. Russell, of New York, former editor of the Metropolitan Magazine, had just gotten out of their berth when the wreck occurred. Mr. Russell was badly hurt by coming in contact with a car stove, and is at the hospital. Mr. Gould and his son came in on the special bearing the dead and injured. He left this afternoon for his hunting lodge, fifteen miles from here, for a week's outing.

The derailment was caused by a broken rail about 200 feet from the trestle which spans the small stream. The train was composed of two baggage, express and mail cars, three day coaches and two Pullmans. The engine, baggage, mail and express cars passed over in safety, while the day coaches and Pullmans were thrown from the trestle into the creek and along the banks twenty or thirty feet below.

At the point where the first coach left the track, the right-hand rail being broken about eighteen inches from a joint, the rail was broken into fragments for several feet and track entirely from the cross-ties. The truck wheels ran on the ties until near the trestle, when the outside wheels went over, allowing the brake beams and axles to fall on the guard rail of the bridge. As the last coach was about on the trestle, the five coaches toppled over, broke loose from the mail and express car and tumbled into the mud and water below.

Pullmans Demolished.
The Norfolk Pullman fell into the water, while the Richmond sleeper, just in front, landed only partially in the water. Most of the injured and killed in the sleepers were in the Richmond sleeper, which was totally demolished. The Norfolk sleeper was not so badly torn up, but fell on its side in the swollen stream, submerging many of the passengers in the water. The conductor of this coach, Captain Johnson, was only slightly injured and none of the passengers in his car was killed.

The trailing car was a day passenger coach, and it is not known whether or not it contained passengers. The Richmond Pullman is a mass of wreckage, and scattered over the wet and muddy bottom of the stream, part of it being buried in the mud.

The two day coaches in front of the Pullmans are also complete wrecks.

The appearance of the dead at the undertakers showed that some were as dead as death, others were badly mutilated, while one was out in half at the waist, his dismembered parts being found at the opposite ends of the coach.

Morgue Is Crowded.
At 1 o'clock, when the dead were brought into the city morgue was so crowded that the train passed beyond where the ambulances and hacks were gathered to convey the dead to an improvised morgue which had been ordered. It required a cordon of policemen to keep the eager crowds from blocking all approaches. For a space of four hours the streets were at one time or another the scene of a procession of ambulances carrying the wounded to the hospital or the dead to the morgue.

The Southern had a corps of officials, physicians and laborers on the scene quickly after the news was received here. Improvised litters were quickly put into service as the injured were released from their perilous positions in the mass of wreckage. Pullman mattresses and blankets were used to protect the injured and the dead were wrapped and handled as tenderly as the exigencies of the occasion would permit.

At 5 o'clock this afternoon the track had been cleared sufficiently to allow passenger trains to pass. The county coroner and jury went to the scene to-night and their report will not be made public until tomorrow.

Alvah C. Harris, a prominent townsmen, of Reidsville, reported badly injured at the hospital, was able to leave on a train for his home at Reidsville to-night.

E. E. Cone, relative of A. P. Cone, one of the killed, of Richmond, arrived to-night and was permitted to take the remains to Richmond on the 11 o'clock train.

Friends and relatives of Virgil A. Holcombe, lawyer, of Mount Airy, will take his remains to Kernersville, N. C., to be present at the marriage this evening of his son, Richard, to Miss Emily Gibson, of Concord.

Among thousands of telegrams and telephone messages coming here for expected passengers, was one to Judge Higgs, holding court from Mr. Doherty, of Concord, asking news of his father. It was several hours before his injury was known, and his name entered on the list at the hospital as seriously injured.

En Route to Wedding.
Richard Doherty, of Norfolk, seriously injured, was going to Concord, N. C., to be present at the marriage this evening of his son, Richard, to Miss Emily Gibson, of Concord. Among thousands of telegrams and telephone messages coming here for expected passengers, was one to Judge Higgs, holding court from Mr. Doherty, of Concord, asking news of his father. It was several hours before his injury was known, and his name entered on the list at the hospital as seriously injured.

Following No. 11 was through vestibule No. 37 from Washington to Florida. This train was held up at Reidsville, and aboard it was Clarence H. Mackay, president of the Postal Telegraph Company, who, with a party of friends, was coming to his hunting preserves in this county near James-town for a hunt. Mr. Mackay said he and his party barely missed being on the wrecked train.

Two years ago, within a mile of the present wreck, at Rudd, there was a head-on collision, when a passenger train ran into a freight standing on side track, in which seven persons were killed and thirteen were injured, three of them later dying.

Three years ago, on this division, between Richmond and Danville, a rear-end collision occurred, in which the cars caught fire, burning many prominent railroad officials, among them being Samuel Spencer, president of the Southern Railway, and several friends on their way here on Thanksgiving Day for a three-day shooting trip on his game preserves near James-town.

Official Statement.
WASHINGTON, D. C., December 15.—Vice-President and General Manager Ackert, of the Southern Railway, tonight gave out the following statement in regard to the accident near Greensboro, N. C., early this morning: "Our passenger train No. 11, which is operated locally between Richmond and Atlanta, Ga., and carries sleepers from Richmond to Charlotte and from Norfolk to Charleston, was derailed about 6:00 o'clock this morning about eleven miles north of Greensboro, N. C. As far as can be ascertained at this time the cause of the accident was a broken rail, due to a concealed defect. Two coaches and two sleepers turned over. The engine, mail and baggage cars did not leave the track."

One of the best known Automobile manufacturers in the country desires to secure a suitable agent to handle his cars in Richmond.

The car is widely and favorably known, and has a public record that will sell it.

Applicants must be well recommended and have sufficient capital to carry on the business.

Automobile experience not so essential as sterling ability, push and energy.

Address Hornberger Advertising Agency, 2010 Broadway, New York, for particulars, stating qualifications.

MOTHER RECEIVES WRECK NEWS HERE

Mrs. Broadnax Goes to Greensboro After Hearing of Son's Death.

John G. Broadnax, Jr., who died of injuries in the wreck, was born in Greensboro, N. C., thirty-eight years ago, being the son of Dr. John G. Broadnax, who for many years was surgeon for the Southern Railway. He came to Richmond about two years ago, and was associated with the Henrico Distilling Company, and the North State Distilling Company. He left here Tuesday night for Greensboro on business for his firm.

His mother was visiting friends at 315 East Franklin Street, while his wife and two children were in Washington. Immediately upon hearing of the accident, Mrs. Broadnax communicated with Greensboro by long distance telephone, and was informed that her son was dead, and that telegrams had been sent his wife in Washington.

Though ill from the effect of the shock, Mrs. Broadnax was able by great effort to join her daughter-in-law, who reached here last night, and with the children, Margaret and John B., Jr., left for Greensboro at 11:45 last night. No definite arrangements had been made before they left last night, but it is known that the funeral services will be held in Greensboro. Though he had been here but a short while, Mr. Broadnax was well known in this city. In North Carolina the family is highly connected.

BURTON MARVE'S LEG WAS BROKEN

According to a telegram received late last night, Roadmaster Burton Marve, son of Colonel Morton Marve, who was at first reported to be fatally injured, suffered only a broken leg. His mother, who left here yesterday at 11:05 A. M., has reached Greensboro and is with him at a hospital there. Surgeons who examined Mr. Marve said that aside from the injury to his leg, which is broken above the knee, he will suffer no bad effects from the accident.

Mr. Marve began work with the Southern Railway two years ago, soon after he was graduated from the High School here. He was appointed roadmaster a few years ago.

CHRISTMAS SAD TIME FOR NOLANDS

Pullman Conductor Killed in Wreck Had Known Many Family Tragedies.

Charles B. Noland, the Pullman conductor, who was found dead in the wreckage some time after the accident, was born in this city twenty-nine years ago, and made his home at 10 South Pine Street, with his sister, Mrs. H. J. Rippon, and his brother, A. R. Noland. He was unmarried.

A stone-cutter by trade, Mr. Noland followed that work in different parts of the world from the time he completed his apprenticeship until 1903, when he returned home with his brother and took the position as conductor with the Pullman Company. They had previously worked for some time in Scotland.

He leaves two sisters—Mrs. F. H. Brown, 2009 Stuart Avenue, and Mrs. H. J. Rippon, 10 South Pine Street, and five brothers—Joseph A. Noland, Atlanta, Ga.; J. F. and E. J. Noland, Greensboro, N. C.; John B. Noland, Shenectady, N. Y., and A. R. Noland, of Richmond.

Yesterday afternoon the family had heard but meagre reports from the scene of the wreck, and no arrangements for the funeral had been made. The body will be taken in charge by his brothers at Greensboro, and will be brought here, probably to-day, for burial.

Christmas for the last several years has been a sad time for the Noland family. Three years ago their father died. On the following year at the same time, Mrs. Noland was buried. A few days before Christmas last year Mr. Rippon was taken dangerously ill and died before the end of the year. Only Tuesday night members of the family were discussing these circumstances, and saying that every one would join in to make this one bright A few hours after Mr. Noland had left on his run with the promise to the children that he would return with their Christmas toys, he was killed.

Brother of Richmond Man.
Among those reported to be fatally injured in the Southern Railway wreck near Greensboro yesterday morning was Henry L. Stirling, a traveling man of Decatur, Ga. He is a brother of J. H. Stirling, superintendent of distribution for the Virginia Railway and Power Company.

MEETING IN EMPORIA

Annual Session of Southside Medical Association.

[Special to The Times-Dispatch.]
EMPORIA, VA., December 15.—The twenty-seventh session of the Southside Virginia Medical Association convened in Emporia yesterday, holding an afternoon and night session.

A program of great interest was presented by the various members and invited guests present. Among those who read papers were Drs. E. H. Terrell, of Richmond; Lucien Lofton, of Emporia; E. F. Reese, of Courtland; E. R. Hart, of Suffolk, and R. T. McNair, of Emporia.

The association will hold its next meeting in Suffolk, during next March. Officers were elected for next year.

LEOPOLD STILL MAKING BRAVE FIGHT FOR LIFE



KING LEOPOLD III OF BELGIUM.

BRUSSELS, December 15.—King Leopold's tenacious struggle is arousing the loyalty and admiration of the people who are now keenly following the developments following yesterday's operation. The bulletin issued to-night by the attending physicians states that the King is gaining. This has caused new hope that his rugged constitution will pull him through, but it is privately feared at the court that his age will not permit of ultimate recovery.

Towards evening, however, improvement was noted by the examining physician and a bulletin was issued reassuring in character, which again raised the hopes of the Belgians.

The fact that the temperature, thirty hours or more after the operation, is not far from normal, is taken as an excellent sign. At 11 o'clock to-night announcement was made, though not officially that the improvement was becoming more marked.

By dramatic hazard of events, while the sovereign was fighting for his life, Parliament to-day, like yesterday, was absorbed in one of the most vital questions affecting the nation—the great Congo problem, which came before the legislators for consideration.

There is reason to believe King Leopold was secretly stung to the quick by the world's wrath over his conduct in the Congo matter and that he never

recovered from this. He was always convinced that American criticism was sincere, although he impatiently sought to explain to his friends that it was the work of "prattling missionaries."

M. Benkin, Minister for the Colonies, in an impassioned speech in the chamber repudiated the criticism emanating from England that Belgium was exploiting the natives and denied the charges of oppression and cruelty.

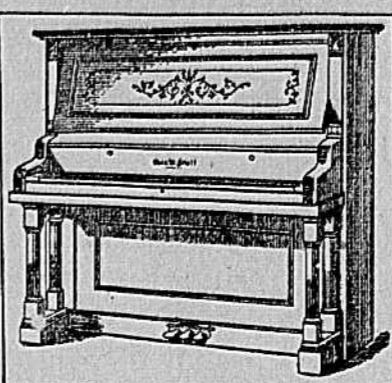
The minister asked the world to suspend its opinion and give Belgium a chance to show her worth.

It is understood that Leopold's personal fortune is enormous, and that if the figures were known they would startle the world. Besides extensive properties in Belgium and France, he has immense holdings in American securities.

In addition to the attacks made upon him on account of the Congo, the King's life has been shattered by domestic tragedies. His only son is dead and his eldest daughter has been banished.

Princess Louise has been divorced and pursued by creditors. Princess Stephanie the King has never forgiven, because, after the dark episode of her husband's death, she insisted upon marrying Count Lonyay. The King turned to Princess Clementine, upon whom he lavished his affection. But he found time to devote himself also to Baroness Vaughan on whom he showered a fortune.

Princess Stephanie, who reached here to-day, was respectfully greeted by a crowd at the railroad station. She is a great favorite with the Belgians. The princess declared that she came not for material gain, but to see her father, whom she loved, despite the fact that he had repulsed her at her mother's deathbed.



Xmas Pianos

Special Holiday Values at STIEFF'S

Our Big Holiday Sale will continue from now on until Xmas. We will make a special discount on every Piano in our wareroom for the holiday trade. You can select your Piano now, and we will deliver same any time you desire. Terms to suit. Stool and Scarf free. How do the prices quoted below strike you? They are the biggest values ever offered in Richmond. Call and see for yourself.

4 Fine Uprights, full size, \$159
Three Pedals, Mahogany Case, for Only

These four Pianos advertised above are of reputable make, and we guarantee them. We will sell ONLY FOUR of these Pianos at the above sacrifice figure.

Square Pianos and Organs at any price from \$10.00 up, and on your own terms.

Chas. M. Stieff,

205 East Broad.

L. B. SLAUGHTER, Manager.

GIRL KILLED IN AUTO

Miss Claypool, of Indianapolis, Meets Death at Pasadena.

PASADENA, CAL., December 15.—Miss Agnes Claypool, daughter of Newton Claypool, of Indianapolis, a wealthy winter resident of Orange Grove Avenue, who was a popular society girl, was almost instantly killed in an automobile accident last night, and her companion, Harvey Bissell, of Grand Rapids, Mich., son of the carpet sweeper magnate, was injured, probably fatally.

The young persons were driving through Eagle Rock Valley, Bissell handling the wheel. While descending a steep hill the transmission gear broke. The large automobile made a wild dash, running nearly a quarter of a mile at terrific speed and entirely beyond control, then plunged down an embankment forty feet. Miss Claypool was caught under the immense weight and seven of her ribs were crushed in, penetrating the lungs. She died before a physician could reach her.

Bissell was thrown clear, but was much bruised, and when picked up was

unconscious. He was brought to the Pasadena Hospital. Physicians attending him declined to say what his chances of recovery are, fearing that he is internally injured.

The Claypools always come here for the winter season. They arrived at their Pasadena residence only a week ago. Young Bissell has been a guest at the Hotel Maryland several weeks.

WOULD YOU DO THIS?

You could get along without electric lights and use gas. You could do without gas and use oil or even go back to candles. You could get along without an electric iron, and if you did not know the real economy and comfort of ironing with an electric iron, you could use the old-fashioned iron with the hot stove, dirt and trouble. You could do this, but would you? Think about this when you tell your husband what you want for Christmas, and be sure to tell him to get an electric iron from the Virginia Railway and Power Company, Seventh and Main Streets.

Order Your Xmas Groceries Now

...GET THE MATTER OFF YOUR MIND...

The minutes and hours and days are gliding by like magic. It is certainly time you were making the orders for the good things that you will need to grace your table during the fast approaching holiday season.

But the things are here. Never before have you been invited to make your selections from a fuller—more delightfully choice line. Let your imagination—your memory—your experience—your love for the best—your sense of the delicious, have full sway, and they cannot think up or conjure up a single article that you cannot easily find here. Read the list and make your orders.

Huntley & Palmer's English Crackers.

We have just received a fresh importation of these famous Biscuits, including many new varieties. Also decorated the designed for the holidays, filled with different Fancy Biscuits.

Home-Made Mince meat,

Fruit Cake and Plum Pudding.

We've made special preparations in this line, and are ready to fill your orders promptly and with the best goods of the kind made.

Fruits in Glass.

Branded or Pickled Peaches, Pears, Figs, Cherries and Marrows. Fresh Whole Peaches, Pears, White or Red Cherries, Figs and Mixed Fruits. Maraschino Figs, Red or White Cherries and Mixed Fruits.

Xmas Nuts.

Our stock of Holiday Nuts this year is the best we've ever bought. We were fortunate enough to purchase a quantity of Fine Louisiana Soft Shell Pecans, extra large—perhaps the only lot of the kind on sale now in Richmond.

Other offerings in this line are: Long Naples Filberts, Princess Paper Shell Almonds, California Nonpareil Almonds, Tarragona Almonds, Mayette Grenoble Walnuts, Brazil Nuts and Brazil Pods, Mixed Nuts, Paradise Nuts and Pecans, shelled whole, also Shelled Almonds and English Black Walnuts.

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OUT-OF-TOWN ORDERS SHIPPED SAME DAY RECEIVED. Freight Prepaid on orders of \$5.00 and over.

Huyler's Candies.

Complete assortment of Huyler's Confections, in boxes and baskets, filled with the choicest and best sweet-tooth dainties, from \$2.50 to \$10.00. Boxes containing 1/2 to 5 pounds at the regular Huyler price.

Other good grades of Chocolates and Bonbons at lower prices, and a full selection of other Candies in boxes and loose.

Fancy Fruits.

Finest Malaga Raisins, in decorated cartons; also, Stuffed Figs and Dates, Bishop's Glace Fruits, and Apple Brandies, Jamaica and Santa Cruz Rums, Rhine and Moselle Wines, Ports, Sherries, Claret, Sautes and Burgundies, all brands of domestic and imported Champagnes, Scotch and Irish Whiskies, Cusnie and Fockink Cordials.

Holiday Liquors.

Our selections of Wines and Liquors embraces everything that's fit to drink. We do not handle inferior liquors. All our goods are the best that can be produced for the money.

Virginia Mountain, Gibson and Highspire Strains and Blended Whiskies, French, California and Apple Brandies, Jamaica and Santa Cruz Rums, Rhine and Moselle Wines, Ports, Sherries, Claret, Sautes and Burgundies, all brands of domestic and imported Champagnes, Scotch and Irish Whiskies, Cusnie and Fockink Cordials.